

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	East Germany	REPORT	<input type="text"/>	25X1
SUBJECT	Introduction of Night Traffic on the East German Canals	DATE DISTR.	16 July 1953	
		NO. OF PAGES	2	
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD	25X1
PLACE ACQUIRED	<input type="text"/>	REFERENCES	<input type="text"/>	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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Bringing in a night shipping service

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Onemillion marks are available to the GDS for the introduction of a night shipping service. Attempts are being made to decrease the costs projected by the VEB to such an extent that 2,000,000 DM OS\$ will suffice without, however, endangering safety while night shipping is in operation.

This goal was reached in two ways:

- 1) The idea of expensive outfitting has been given up, as was suggested in the price estimate: thus, for example, static and floating signs with reflectors have been chosen instead of the expensive propane buoys.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		ORR	Ev	X		
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25 YEAR
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2) Not all the waterways are to be adapted to night shipping, only the most important ones to begin with. These are the Hohenseeden-Miegripp stretch, the Parey Canal, and the Parey-Magdeburg stretch, the Mecklenburg upper lakes which had already been considered in the 1953 plans. The following are individual costs:

<u>Project</u>	<u>Price in 1,000 DM Ost</u>
Hohenseeden -Plaue	380
Lighting of the dead reckoning positions (Koppelstellen) along this stretch	65
Plaue-Miegripp, including lighting of dead reckoning positions	102
Parey Canal	11
The experimental stretch Miegripp-Magdeburg	47
The Miegripp-Parey stretch	25
Equipping of tugs with searchlights	350
Procuring and furnishing accommodations for the crew	30
Illuminating the Mecklenburg upper lakes	90
	<u>1,000</u>

The following program was laid down as a basis for the institution of night shipping:

The illumination of the bridges and locks, as well as the illumination of the dead reckoning positions is to be done, whenever possible, by electricity. Only in emergencies are other methods such as petroleum or petromax lamps to be used. The switching on and off of the electric lighting of the bridges is to be done by automatic switch clocks (Schaltuhren). So as not to be hampered by power cuts, the locks are to be provided with emergency power installations (Notstromaggregate). Both static and floating signs are to be marked with reflectors which will be illuminated by the tugs equipped with searchlights.

The times of the power cuts on the individual stretches will be indicated at the locks, so that the navigator can act accordingly.

Thirty-thousand DM Ost are available for the procuring and furnishing of accommodations for the two members of the crew. Attempts must be made to make use of this in order to economize on new buildings.

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